

Miller & Rhoads

Announce for To-day Remnant Day

An occasion of more than usual interest to those who love to save money.

Silks, Dress Goods, Wash Goods, White Goods, Linens, Dress Trimmings, Laces and Embroideries.

Suits, Dresses, Shirtrwaists, and other Garments, Draperies, Carpets and Mattings.

In these and many other departments there will be EXTRAORDINARY SELLING—of one thing or another—usually of things that have become broken up in quantity or size, or that we have been fortunate in securing under regular prices.

For all our patrons it should be a splendid day for profitable shopping.

Visit all parts of the store.

MILLER & RHOADS.

OLD DOMINION MINING CHANGE KINDLED FIRE WITH KEROSENE

Captain Woolfolk Resigns From Presidency and Fitzgerald Succeeds Him.

At a meeting of the board of directors of the Old Dominion Development Company, held in New York on Wednesday, Captain Joseph W. Woolfolk resigned from the office of president on account of feeble health, the direct result of a recent illness. John M. Fitzgerald, of New York, was elected president to succeed him. Mr. Fitzgerald is president of the Davis Coal and Coke Company, one of the largest operating concerns in West Virginia, and is vice-president of the Pittsburgh Terminal Railroad and Coal Company.

William G. Woolfolk was re-elected vice-president. He will remain in charge of the company's mines at Gayton, and its business affairs in Virginia. Captain Woolfolk has been ordered by his physician to take a long period of rest. He hopes to fully regain his health before again resuming his business operations.

WOMAN PLEADS GUILTY

Lizzie Stokes Given One Year for Robbing W. T. Williamson.

Pleading guilty to a charge of grand larceny, Lizzie Stokes, colored, was sentenced to one year in the penitentiary yesterday in the District Court. The woman, who was arrested last week, pleaded guilty to robbing W. T. Williamson, of 16, on two consecutive days the complaint appeared in court. On the first day she was fined \$5 for contempt by Judge T. H. Wells, and on the second he was sent to jail for the same reason. She kept sober when her case was called yesterday.

CORRECTING STATE SEAL

All Official Stationery Will Hereafter Bear Governor Mann and Secretary of the Commonwealth James are engaged in carrying out the instructions of the last Legislature, as expressed in a joint resolution by ascertaining the true seal of the State and in directing its use on all official stationery. The present seal, which was adopted by the Legislature in 1870, is being corrected by the Secretary of the Commonwealth's office. It is believed that the seal now in use is not the true seal of the State, and that it is not in accordance with the provisions of the Constitution.

SENT TO JAIL

Negro Who Ran Polley Game Given Thirty Days and Fined.

James Elam, a colored man, was sentenced to thirty days in the penitentiary and fined \$10 for running a pool game in the city. He was arrested last week by the police.

SAVINGS BANK OF RICHMOND

Have you ever thought how important it is to own a home? It is the best investment you can make. The Savings Bank of Richmond is here to help you. 111 E. MAIN ST.

UNITED STATES DEPOSITORY

For the sale of United States Government Bonds and Securities.

CRUSHED TO DEATH BY HEAVY BOILER

Allen R. McCormick Killed by Accident at Locomotive Works.

THURSTON BADLY INJURED

Iron Pin Holding Machinery in Place Driven Through Victim's Stomach.

Allen R. McCormick, twenty-six years old, of 1522 Chaffin Street, was crushed to death, and R. H. Thurston, about thirty years old, of 1506 Dickerson Avenue, horribly mangled, yesterday afternoon about 3 o'clock at the local plant of the American Locomotive Company, when an unfinished boiler rolled over them. Though the condition of Thurston, who was removed to Grace Hospital, was last night said to be serious, it was thought that he would live.

The accident was unavoidable. The two men, both boiler makers, were at work on a second boiler, and were standing between it and the one which crushed them.

A big iron pin which was holding the heavy piece of machinery, weighing thousands of pounds, in place was said to have suddenly snapped, and without warning it rolled over and crushed the workmen under it.

A big bolt, which was protruding from the side pierced the stomach of McCormick, almost passing entirely through his back.

Died on Way Operating Room.

Fellow workmen, who saw the accident had to forcibly remove the body which had been carried slightly above the ground, from the bolt.

When Dr. J. J. Hulcher, ambulance surgeon of the City Hospital, responded to a call, he at once saw that McCormick's condition was hopeless.

However, he administered strychnine, placed the man in the automobile ambulance, and made a swift trip to the hospital, with the bare hope that his life could be saved by an emergency operation.

He had just been placed upon a wheel table to be carried to the operating room when he died. Dr. Hulcher hurried back to render treatment to Thurston. It was found that his chest had been crushed. He was removed to the hospital and it was believed that he would recover.

Coroner Taylor was notified, and after viewing the body of McCormick made a thorough investigation and gave out the statement that the accident was unavoidable and an inquest unnecessary.

The body was turned over to a local undertaking establishment to be prepared for burial. McCormick leaves a wife.

PARK FUND DIVIDED

State of Subcommittee Is Approved.

At a meeting of the subcommittee on parks of the Committee on Grounds and Buildings last night, the following plan was adopted for the division of the park fund for the year 1912.

Atkinson fought hard for additional money for Washington Square, but the paper was adopted as offered by the committee on Grounds and Buildings.

TEACHERS STUDY RICHMOND

Coming From Buffalo In Force to Get Store of Inspiration.

One hundred and twenty-five public school teachers of Buffalo, N. Y., will arrive in Richmond this afternoon for a study tour of the city.

ACTION DELAYED ON INQUIRY COURT

Governor Likely to Sign Papers Within Day or Two—May Result in Court-Martial.

GEN. SALE SILENT ON CASE

Attorney for Colonel Nottingham Says Real Cause of Resignation Has Not Appeared.

No action was taken yesterday by Governor Mann in reference to calling a court of inquiry to investigate the official conduct of Colonel Thomas J. Nottingham, commander of the Fourth Virginia Infantry.

As exclusively stated in The Times-Dispatch of yesterday, an inquiry court will look into allegations that Colonel Nottingham was guilty of an unbecoming conduct in using vile and profane language regarding his superior officers and other officers of the Virginia Volunteers.

Adjutant-General W. W. Sale declined to discuss the matter, and has at no time given out any information regarding it. No action has as yet been taken by the commander-in-chief, and, therefore, the Adjutant-General's office has thought best not to answer any questions regarding it.

When Colonel Nottingham was asked for an explanation he got it, and this brought about the impending official inquiry into the conduct of the regimental commander at the Culpeper encampment of last year.

Statement by Captain Johnson.

[Special to The Times-Dispatch.]

Norfolk, Va., April 4.—Colonel Thomas J. Nottingham declined to discuss the article published in The Times-Dispatch this morning. The following statement was given out by his attorney, Captain L. Branch Johnson:

"The article appearing in this morning's Richmond Times-Dispatch is founded upon the fact that some trouble does exist between Colonel Nottingham and the staff of the Fourth Virginia Infantry. I have read the article, and it is most inaccurate and very unfair to Colonel Nottingham. It is a gross misstatement of the facts, and every endorsement thereon, and the Governor of Virginia is not only misled, but the public is misled.

"No court of inquiry has been ordered. The whole issue presented in the article is a gross misstatement of the facts, and every endorsement thereon, and the Governor of Virginia is not only misled, but the public is misled.

"Whether or not the court will be appointed remains to be seen, but Colonel Nottingham has nothing to fear from a fair and impartial statement of the facts in the case."

BATTALION GETS TEMPORARY HOME

First Regiment Companies to Be Housed on Capitol Street While Awaiting Army.

Temporary quarters for the four companies of the First Regiment, which have been secured at 1105 and 1112 Capitol Street, until such a time as the new armory at Seventh and Marshall Streets, shall have been completed.

The companies of the First Regiment, which have been secured at 1105 and 1112 Capitol Street, until such a time as the new armory at Seventh and Marshall Streets, shall have been completed.

Plans from the architects will be in hand by April 15. It is hoped to expedite matters so that contracts will be awarded and executed and work begun by May 1. As soon as this is accomplished the move from the old armory will be made. A large amount of material must be stored, and will not be in use until the new home of the battalion is ready.

LAWSARE NEEDED TO STOP TRESPASS

Thousands Killed While Irregularly on Property of Railways.

PRESIDENT FINLEY SPEAKS

Tells Railroad Club That Men, After All, Constitute Vital Force of Roads.

W. W. Finley, president of the Southern Railway, speaking before the Richmond Railroad Club last night in the auditorium of Murphy's Hotel, on the matter of greater efficiency among railway employees, advocated strongly State and Federal legislation as a preventive of the tremendous loss of life yearly among trespassers on railroad property.

The statistics of the Interstate Commerce Commission show that no less than 51,032 people were killed while trespassing on the property of the railways of this country during the ten years, 1902-1911, said Mr. Finley, "and that out of the total number of people, 10,396, killed for the year ended June 30, 1911, 5,284, or more than 50 per cent, were trespassers. The railways, at an expense of millions of dollars for the installation of block signals, have carried the prevention of collisions so far that the total number of passengers and employees killed in such accidents annually is only about 400. While we should not neglect the prevention of collisions, it is not worth while for the government to take some action to stop the evil of trespassing, which costs an average of more than 5,000 lives annually."

Employees Are Efficient.

In his experience of a lifetime in railway employ, said the speaker, he had become convinced that, in spite of natural and human shortcomings, railway employees as a whole, considered from the standpoint of character and ability, were as efficient as any other class of employees in the world.

On the efficiency and fidelity of the employees, declared Mr. Finley, depends the earning power of the railways. "Whatever may be the demand for transportation, the price cannot be increased without first securing governmental approval, which will always be a difficult thing to do," he said. "As a result of this condition, substantially the only way in which the railway can increase its margin between the cost of producing transportation and its selling price is by greater efficiency of operation, and by a more efficient solicitation of business."

In this connection, Mr. Finley took occasion to rap elaborate and theoretical theories of efficiency, which amounted to an expenditure of more than dollars to save a dollar. Successful increase of efficiency, he declared, depends on honest, intelligent work by employees, coupled with faithful cooperation with fellow employees.

Further development of the American railway system, was Mr. Finley's statement, rests almost entirely upon increased efficiency of employees. And moreover, he said, efficiency means more to the employee than a job and a pay envelope, as his promotion and further progress depends upon the growing prosperity of his railway.

Men Are Vital Quantity.

Taking up the question of railway accidents at greater length, Mr. Finley said that accidents were usually the fault of either materials, methods or men. Materials and methods, he added, can be controlled, but the efficiency and faithfulness of men he with the men themselves and in a manner, materials and methods also depend upon men, as all materials must be inspected by railway employees, and all methods worked out by them.

Accidents, he said, are the bane of railways for two reasons: (1) Because of the responsibility for human life, and (2) because of the enormous pecuniary loss entailed yearly by damage suits and wrecks.

Mr. Finley was introduced to the Railroad Men's Club by Captain E. J. Lee, local agent for the Southern Railway, who is president of the organization. Eppa Hunton, Jr., associate counsel for the Southern Railway, spoke for a few minutes. After congratulating Mr. Finley upon having become a resident of Virginia through the purchase of a country home in Fauquier county, Mr. Hunton took up the matter of governmental regulation of railways. "If the people took an unprejudiced view of corporations," he said, "regulation of corporate activity would be more reasonable."

COMPANIES COMPETE

Drill, Wrestling and Boxing Matches on Program To-Night.

Two of the companies of the First Regiment, which have felt keenly about their prowess in military and athletic matters, will try conclusions tonight in a competition of drill, wrestling and boxing matches at the Richmond Grays' armory to-night, beginning at 8:30.

Drill teams from Company A and Company B, each consisting of one squad, will have a competitive drill. There will be four boxing matches, with two or three exhibition rounds. Two or more wrestling matches are also on the program. Music will be furnished by F Company Glee Club.

CAR HITS BOY

Three Blis Broken by Trolley Which Did Not Stop.

Your Easter Needs

can be satisfactorily supplied here. SUITS, TOP COATS, WHITE and FANCY VESTS, HATS, NECKWEAR, GLOVES, etc., for yourself, and everything necessary for your boys, and even an unusually attractive line of GIRLS' REEFERS, both plain and Norfolk styles.

Gans-Rady Company

POWER FRANCHISE AGAIN DISCUSSED

BLUES PLAN BIG BALL AT ARMORY

Richmond and Henrico's Request Opposed by Virginia Railway and Power Company.

Little progress was made last night in settling the terms on which the city will grant a light and power franchise to the Richmond and Henrico Railway Company. After taking up the proposed draft of the franchise section by section until midnight, the committee rose to meet again on Monday night, April 15, for a further discussion.

Charles V. Meredith and S. L. Key represented the Richmond and Henrico Railway Company, and Henry W. Anderson appeared for the Virginia Railway and Power Company, owner of the existing lighting and power franchise.

A point of much debate was the amount of bond the applicants shall give as evidence of good faith. Mr. Anderson insisted that the same parties had held an untried street railway franchise for ten years over the head of his company, hampering it in borrowing money, and asserted that the mere granting of a paper franchise at this time would cost his company \$100,000 this year in depreciation of the price of bonds it must market in order to carry out improvements now under way.

Agree on Small Bond.

The committee agreed upon a \$10,000 bond, though Mr. Anderson reminded the members that recently a bond of \$50,000 was required of the Richmond and Henrico Railway Company, and that the final extension of the railway franchise of the Richmond and Henrico Company was granted only after it had posted \$100,000 in cash as evidence of good faith.

Mr. C. M. Miller was placed on the committee by Chairman Adams in place of the late John J. Lynch.

An amendment was adopted to the proposed draft fixing the date of expiration of the franchise to make it the same as that of the existing franchise—about fifteen years hence. The City Attorney was instructed to prepare a new section providing that it be optional with the city to take over the property at a valuation at the end of the franchise.

City Engineer Bolling said a plan of the proposed conduits should be filed at once and that underground work in Broad and other streets should be pushed forward in advance of the laying of the conduits.

Mr. Pollock insisted that the tax on gross earnings and lines should be made a prior lien on the property, to which Mr. Meredith strongly objected as possibly injuring the market for the bonds. The amendment was adopted 4 to 2, as follows: Adams, Pollock, Vonderhilt and Ferguson; noes—Merritt, Moore, Miller and Don Leavy, and some of those present took this as the probable division of the committee on the question of whether or not it was desirable to grant a competing franchise, with the consequent doubling tearing up of streets.

Wants Lower Rates.

Chairman Adams held that the city was giving away a valuable right and that it would be put to great cost in replacing street paving and should therefore have some concession in return. He moved that the applicants be required to make rates 20 per cent. lower than the existing rates of the Virginia Railway and Power Company. Mr. Meredith said that was not his offer, he had proposed a base rate of 3 cents, with the same scale of discounts, the old company's base rate being 10 cents, but this does not guarantee a 20 per cent. reduction all along the line nor does it affect special contracts with large users of current.

With this question undetermined, the committee rose. Mr. Anderson giving notice that he had several amendments to propose to protect his company and prevent the granting of a mere paper franchise, which might not be used save for speculative purposes.

NET REVENUE HIGHER

C. & O. Report for February Shows Gain Over February, 1911.

According to a statement of the revenues and expenses of the Chesapeake and Ohio Railway for the month of February, issued yesterday by Comptroller L. F. Sullivan, the operating revenue was \$16,425.62, or an increase of 2 per cent. over the corresponding month in 1911. There was a decrease of 2 per cent. in February, 1912, as compared with February, 1911, in the proportion of expenses to gross revenue.

Despite the excellent February showing in the matter of net revenue, the period of eight months, July 1 to February, shows a decrease of \$1,241.81 in this respect when compared with the corresponding period, 1911. The revenue last month was \$17,234.40. The revenue last month was chiefly from Spanish, French and Italian wines, Indian burials and Turkish tobacco.

Value of Buildings and Contents in which Fires occurred in 1911, was \$9,604,406.62.

Richmond Advertisers' Club

In the Matter of Detail

No business man can be too careful, for on the proper handling of the details of the day's work depends the success of the whole. "Genius" it is said, "is the ability for taking infinite pains." While we have no claim to genius, we do make a profession of the banking business, in studying the average man's daily needs. It is our endeavor always to serve in the smallest detail our patrons and customers. In whatever connection you need us, we want to give you

Security and Service American National Bank

Liquor License Applications.

Any liquor license application, including South Richmond, according to an announcement made yesterday by Judge E. H. Wells, in the Hustings Court, must make application for new State license not later than April 10 at the offices of the Treasurer and Commissioner of Revenue.

"Pressed" Collars Wear Longer

Because they are ironed without friction by our new collar moulding machine. Plenty of "tie space." Perfect finish. Send your collars to us.

Monroe 1958 or 1959.

The Royal Laundry

M. B. FLORESHEIM, Proprietor.

311 North Seventh.